

GRAND

May • June  
1937

FORT WILLIAM—PORT ARTHUR  
*Invites You*



JUNE 14-15-16



PRE-CONVENTION  
NUMBER



# Old Man Larkin

(Tune of old Irish ballad)

by  
SAN DEE

Old Man Larkin got into a rut or two,  
Said what Pappy did was good enough for him to do.  
He ran his plant although the thing was nearly through;  
Never gave thought to the mortgage overdue.  
*(By gosh! He never saw the light!)*

His belts were shot and the buckets just hung on by luck,  
The dust piled high and the boot-tanks stunk with rotting muck.  
His roof sagged in where the lightning one dark night had struck,  
And Larkin sighed that he didn't make a buck.  
*(By gosh! He'd never see the light!)*

The postman brought one day an awful lot of mail  
Telling of a trip he could make by either car or rail  
To meet a lot of grain men who didn't know the word called "fail"  
And learn with them all the latest of avail.  
*(By gosh! Will he see the light?)*

Larkin pondered and muttered far into the night;  
Came to a decision with the dawn's early light.  
Said, "By gum, I'll take a chance and maybe might  
Learn enough new stuff to help my house a sight!"  
*(By gosh! He began to see the light!)*

The cities of Fort William and Port Arthur by its side  
Hung the welcome banners and to the superintendents cried,  
"Make yourselves at home, men, while in our midst you do abide!"  
And Larkin was there all beaming in his pride.  
*(By gosh! He's standing in the light!)*

The Convention to order came and business was begun,  
And every hidden ill of grain was dragged into the sun.  
Then deftly and surely the grain men put them on the run  
And for the S. O. G. E. S. another fight was won.  
*(By gosh! He's sharing in the light!)*

Old Man Larkin drank it in with thirsty soul  
Knowing what he'd heard would pull him out of the hole.  
The friends he'd made would help him on to reach his goal  
And keep him from the ruts that lead but to the dole.  
*(By gosh! He did see the light!)*

And now Larkin's plant is the showplace of the country 'round,  
The latest in equipment within the place is found.  
His efficiency in handling grain will doubly sure a man astound,  
His business is booming and his bank account is sound.  
*(By gosh! He saw the light!)*

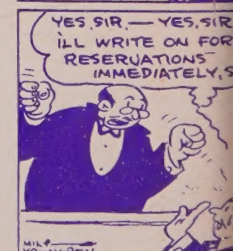
## FRONT COVER

Top: Ogilvie Flour Mills, Elevator and bascule bridge looking up-stream of the Kaministiquia River, showing Northland "D" in distance—with Mount McKay in the background. Mount McKay, nearly 2000 feet high, faces N. M. Paterson & Company's elevator, and is accessible by car from which an exquisite view of the two cities may be seen,—as well as rugged shoreline and interior scenery unduplicable elsewhere on this continent.

Center: River scene on the Kaministiquia River near center of City of Fort William.

Below: Up-stream on the Kaministiquia showing the Paterson, Western Terminal, Fort William Terminal, Consolidated (Federal), and Northland (Federal) "D" Elevators.

Truly, 'tis the world's grain storage capitol.





# I Preview Our Convention Trip

• HENRY S. COX



HENRY S. COX

**F**OR some time I've heard enthusiastic accounts about the unsurpassed scenery along Lake Superior's shores, but I chalked that up as nine-tenths loyalty and one-tenth "natural white" pep on the parts of the Duluth-Superior and convention-city boys.

But was I wrong!

Ordinarily one would bury one's nose in some work or some reading on an eight-hour bus trip, particularly after a fourteen hour train ride from Chicago to Duluth, but having been apprised (and truly threatened in gentlemanly avidity) of the gorgeous scenery from Duluth to the convention cities I quite naturally boarded my bus for the two hundred mile jaunt with a smack of misgiving and an "I can't believe such glowing stories" attitude.

Purring along the cool lake front, first I was bothered by the Wisconsin shore. It seemed too close for comfort. Even recalling my geography (and my distressed geography teacher) didn't assist me in getting directions and proportions in correct relationship, so I asked our driver. The outcome was that I'm going to write an open letter to the President and bitterly complain about the distorted manner in which the railroads draw maps,—for a railroad map is what I was trying to justify my bearings with.

Soon, after leaving Two Harbors, I buttoned up the ol' Benny and lit up my cigar and started turning my attention to the left. Well, I saw a little of nature's handiwork and thought it was nice, I gazed from my vantage point at the boats plying hither and yon and wondered whether the water intrigued everyone else as much as it did me, I looked back and forth at the hills and valleys and thought I'd glance over my Sunday paper, but as

I remember it now I didn't get beyond the screaming headline. But that headline didn't, and couldn't command attention a fraction as strongly as did the wending paths of silent, stolid, monumental tribute to nature's ability for creating the beautiful and colorful.

Mile after mile, hour after hour, up hill and down dale, the only word that was spoken by the busload of passengers was an undertone "Mmmm," or a hushed "Ah," expressed in sheer ecstasy, wholesome delight and appreciative reverence. Now I could see a strip from the coast of far off Maine, then an artistic inlay from Washington's scenic Columbia River, next was a patch from Missouri's beautiful Ozarks, then a clipping from the watered foothills of Virginia. New England's Yankees could claim many miles were stolen from her hinterland, Colorado could justly charge larceny of some of her most enveloping sights, and 800-mile long California might easily confess inspiration for at least a dozen different sections of Lake Superior's shoreline. Even the burned forests of Glacier National Park have apparently been transplanted in miniature. The hanging moss of Texas' coast, the escape of Tennessee's by-ways, the foothills of Pennsylvania, the smug beauty of interior Mississippi, and the rolling riot of color of Indiana's Brown County, that and so much more that I can't begin to relate it all, are packed in this 190 mile trip.

Even the rain and dense fogs can't stop you from tarrying along the roadside, being carried off into dreamy space staring at the scores of whirling rivers, picturesque rapids and graceful waterfalls. To slip into a deep trance while gliding along is the custom rather than the exception, but the story hasn't even begun.

Arriving at the border line, which they tie in a knot at eight o'clock sharp every evening—and woe to the one that doesn't get there well before that hour, the scenery take another twist. Here's a smattering of Switzerland, then a stretch of the Scandinavian firds, a touch of the French Mediterranean, a patch of the Irish coast, the openness of Australia, then a mile or more of the Congo coast, . . . but I'm afraid I'm going to spoil this advent-

ure for a lot of tenderfoots if I keep on telling so much.

Hairpin turns, narrow bridges, overhanging drives, optical illusions in hair-raising abruptness had been the rule up to the line, and the only difference from Pigeon River northward was that the road went inland through more wilderness rather than to follow the jagged coast line.

Approaching Fort William, some forty miles northeast, the first peaceful sight is something startling—a grain elevator. Hidden with profuse foliage only a fleeting glimpse flickers through the grandeur of Spring's new verdure, then B-O-O-M, there's Percy Poulton's house, there's Mr. Orstad's elevator, Frank Beyer's, and then they start to pop up one after another—and as quickly an array of kindly, serious, conscientious, sparkling-eyed Superintendent's faces pass in visionary review. What a sight! What a town!! What a grainman's haven!


Then onward to Port Arthur—a beautifully terraced city built on the rising mountainside (—I have a broken rib for using the phrase "hillside") and what a picturesque horizon it opens up. Should I let loose from here on it would take hours to read, and besides I would need twice the space to tell all about our royal hosts. They're grand and plumb full of enthusiasm. Weigh the fact that every local manager and superintendent in this grain storage mecca is an active member of the association—and that tells the story in a nutshell.

I didn't exactly know what to expect when I arrived at these twin ports. I'd met some of the finest gentlemen of my acquaintance from the Dominion at last year's convention, but, inasmuch as you're going to the convention I'll let you write the climax to one of the most fascinating, most alluring, and downright intriguing trips I have ever had the pleasure to look back upon in such profound joy and lasting pleasure.

I'll see you at the convention,—and the program they've arranged for the Association is as exhaustive and thorough as was nature in plotting this haven for every grain man in the North American continent.

See you June 14-15-16.





# What Every Superintendent KNOWS

★

by FRANK A. BYRNES

★

**A** complete list of the hazards surrounding the man in the elevator as he pursues his daily toil would fill a book larger than the London telephone directory. But, familiarity still breeds contempt, and the Superintendent of a terminal grain elevator must continually guard his men against the hazards they are prone to ignore. A few of the common hazards which need constant emphasis are:

Opening of grain doors with the use of a crowbar. This practice has led to more smashed fingers than all the cigar butts on pavements the world over. This is due to taking a heavy lever strain, or bite, with the bar and then, when exerting full body pressure, the bar slipping from its hold and man, bar, and fingers crashing against the grain door. The normal "old-timer" is not immune from this form of accident, but he is generally much more alert than the average apprentice.

Puncturing hands or body while lifting grain doors is a common accident-pastime of the buckos in the grain houses. They also step, with clocklike regularity, on protruding nails in grain doors laying upon the floor.

Walking between uncoupled cars in the track shed and crawling underneath them holds an unholy fascination for some employees. If they survive *that*, they frolic around within a few inches of a taut cable niggering cars, or better yet, stand next to the hook where it fastens to the car. True, cables do not usually snap nor do hooks generally slip, but—and a mighty big BUT—they *sometimes* do.

Wearing loose and tattered clothing around moving machinery is another elevator custom of long standing. And speaking of standing, there sometimes is a deal of standing—under heavily loaded spouts. Spouts, as any of the boys standing under them will freely admit, *can* work loose and crash to the floor,

or upon anything that is standing on the floor at that spot.

Regaining consciousness after riding a moving conveyor belt and uttering that old, time-worn alibi, "I didn't know the belt was moving," does not seem to influence the other Conveyor—Cowboys gathered around administering first aid.

Dashing around, trying to be in six places at one time amid a thick forest of spouts, columns, and protruding gadgets is the accepted lot of weighmen and spoutmen. They must be fast. But a dash of forethought in their dashing would save many a bruised body and thumped head.

Working on moveable equipment, such as elevating legs, conveyor belts, pulleys, shafts, etc., has caused many a millwright and maintenance man to devoutly wish there had been locks on the control switches or clutch levers. Or at least a sign placed on them stating that men were at work on the equipment.

Fumigating grain with unknown chemical concoctions has blasted the future plans of not a few dust-eaters. The laboratory's loss of brains was not *their* gain. There are many nationally advertised safe fumigants on the market, but weevil-nurses, like the rest of mankind, thrill in exploring the unknown.

Never before, to the knowledge of my personal statistician, has the hazard of smoking reared its ugly head in print. Perhaps the reason is that proof of it never has been, cannot be, and possibly never will be found. The deliberate act of smoking in an elevator is such a heinous crime that the average man shudders away from the very thoughts of it. Yet, one of the pillars of the grain business murmured thoughtfully recently, "Human nature being what it is, I wonder how many of the explosions and fires I've heard of in my forty years in the grain business could be laid to a quick drag of a cigaret or a furtive puff of a pipe. . . ."



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... and we cannot do the *Impossible*



but

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## EXPLOSION?

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Protect elevator legs from Dust Explosions, because:

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They release pent-up gases and flames, in case of an explosion.

They minimize the possibility of a secondary explosion by continuously venting gases and dust.

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### Robertson Capacity Bin Ventilators

For balanced ventilation of grain storage bins.

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**H. H. ROBERTSON CO.**

2000 GRANT BUILDING

PITTSBURGH, PA.

## SUPERINTENDENT'S SOCIETY ANNOUNCES ATTRACTIVE CONVENTION PROGRAM

Second Vice President S. S. Orstad, Manager of the Federal Grain and Northland Elevator Companies, is General Convention Chairman as well as Program Chairman, and announces the following program:

### SUNDAY AFTERNOON, JUNE 13th

Registration.

Golf Tournament for Trophy presented by S. S. Orstad.

Sight-seeing, Fishing, etc.

4 P. M.—Business Meeting, Reports, Committee Appointments.

6 P. M.—Director's Meeting, Committee Meetings.

### MONDAY MORNING, JUNE 14th

Registration.

"Dangerous Dusts," Department of Agriculture talkie,—to be presented in the Royal Theatre.

Round Table discussion of Dust Explosions.

#### LUNCHEON

Fort William Superintendents' Honored—Royal Edward Hotel.

Address of Welcome—Mayor B. C. Hardiman, Fort William.

Aims and Purposes of This Organization for 1937-1938—S. S. Orstad, Federal Grain, Limited.

Modern Elevator Design and Construction—J. M. Fleming, President, C. D. Howe & Company, Ltd., Port Arthur.

Maintenance, Depreciation, Obsolescence—R. B. Pow, Reliance Grain Company, Limited, Port Arthur.

Transportation Problems, Railway & Marine—J. A. Speers, General Manager, Lake Shippers' Clearance Association.

**Banquet: First Timers' Feted—Royal Edward Hotel**  
Method of Having Accurate Check at All Times of Amounts Stored in Bins; Mixing Grain by Percentage; How a Good Record Is Kept—E. E. Fraenheim, Jr., Buffalo Forwarding Corporation, Buffalo, N. Y.

Federal Trade Commission Report on Elevator Situation—C. D. Sturtevant, President, Bartlett-Frazier Company, Chicago, Ill.

Insurance Company's Concern in How You Run Your Elevator—E. Moore, Insurance Commissioner, Canadian Pacific Railway, Montreal, Que.

### TUESDAY MORNING, JUNE 15th

**Harbour and Elevator Inspection Trip**

Boat through courtesy of James Richardson & Sons, Limited; Inspection through Saskatchewan Pool



Elevator No. 7, largest single unit plant in world; Inspection of other plants as time and desire dictates. (On boat ride improvements made on Duluth's 1936 air conditioning apparatus will be demonstrated.)

#### Luncheon

Port Arthur Superintendents Feted.

Address of Welcome—Mayor C. W. Cox, Port Arthur.

Electricity in the Modern Elevator....J. H. Irwin, Western Terminal Elevator Company, Limited, Fort William.

Class 2 Group G Requirements—B. Addington, Minneapolis, Minn.

Relationship Between Management and Superintendents—O. F. Bast, Vice President, Brooks Elevator Company, Minneapolis, Minn.

Hazards; Efficiency and the Human Element—M. F. Beyer, Grand Trunk Pacific Elevator Company, Fort William.

#### Coronation Dinner Honoring Winnipeg Managers

Restoration and Waterproofing of Concrete—R. R. Kaufman, Chief Engineer, The Master Builders Company, Limited.

Rules for the Society's New Safety Contest—Oscar W. Olsen, Peavey Duluth Elevator Company, Duluth, Minn.

Diesel Power—James G. Hayhoe, Cargill, Inc., Minneapolis, Minn.

Little Economies to Remember—Percy C. Poulton, N. M. Paterson & Company, Fort William.

Address—Major H. G. L. Strange, Searle Grain Company, Limited, Winnipeg, Man.

Effecting Power Savings—Gilbert P. Lane, Arcady Farms Milling Company, Chicago, Ill.

Grain Handling in South Africa—E. J. Raether, Brooks Elevator Company, Minneapolis, Minn.

### WEDNESDAY, JUNE 16th

#### Further Plant Inspections

11 A. M. Motor ride to Kakabeka Falls for noon luncheon and afternoon session. (Kakabeka Falls are higher than Niagara Falls.)

#### Round Table Discussions on:

Diseases and Keeping Qualities of Various Grains; Moisture Testing; Drying and Fumigation; Washing; Ventilation and Dust Collection; Use and Occupancy and Workmen's Compensation Insurance; Receiving, Cleaning and Shipping Problems; Modern Car Unloading and Automatic Sampling; Inspection and Weighing; Conveyor Leg and Transmission Belting; Frictions; Pulleys; Drives; Spouting; Pneumatic Handling; Trucking; The Country Elevator.

#### Associates' Night

Dinner and entertainment.

# Specify and Standardize on

**SCREW  
CONVEYORS**

CALUMET  
PRODUCTS

**ELEVATOR  
BUCKETS**

## IMPROVED DESIGN and CONSTRUCTION

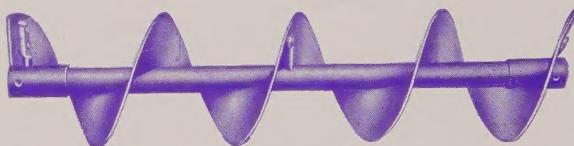
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and Minimum Maintenance

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HAMMOND "OK"  
CALUMET  
NU-TYPE FLOUR MILL  
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RIALTO  
STEEL GRAIN  
STEEL EAR CORN  
TIN MILL

### CALUMET Screw Conveyor and Accessories



Two lengths of Screw Conveyor fabricated by different manufacturers are apparently similar, but inspection of CALUMET SCREW CONVEYORS reveals important improvements of design and construction which result in lower power requirements, prolonged service and a material reduction in maintenance and replacement costs.

### ELEVATOR BOLTS

<b>NORWAY</b> (Flat-Head)	<b>RELIANCE</b> (Slotted-Head)	<b>CALUMET</b> (Belt Savers)
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STOCKED BY YOUR FAVORITE DEALER  
AT ALL ELEVATOR AND MILLING CENTERS

### Screw Conveyor Corporation

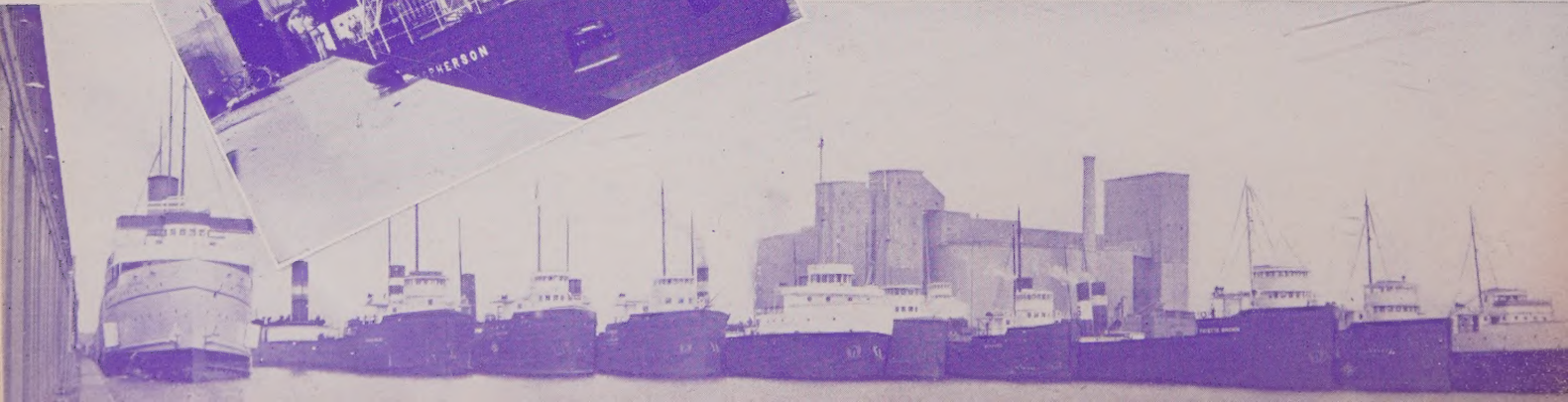
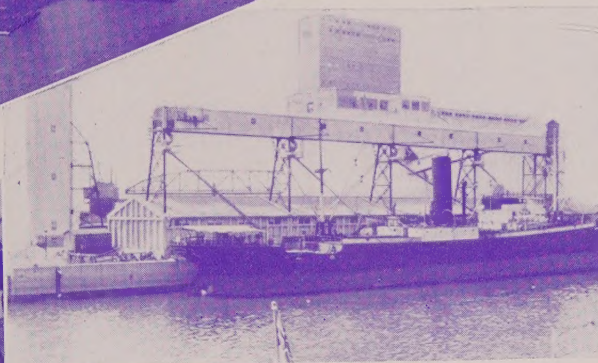
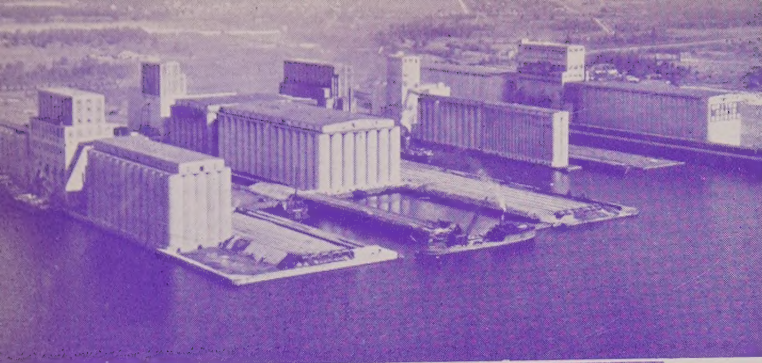
704 HOFFMAN ST.

CALUMET  
PRODUCTS

HAMMOND, IND.

SCREW CONVEYORS
ELEVATOR BUCKETS





# *I Cover Your*

## CONVENTION FRONT

★  
by STEPHEN LEACOCK  
★

● Professor Leacock has graciously given **GRAIN** his permission to print the following enchanting description of the site of the 1937 Society of Grain Elevator Superintendents' Convention.

I KNEW that as soon as I arrived I would be interviewed by the press, so I had the interview all ready and merely handed it over. It is far better to write one's own interviews. I took a folded paper and said to the reporter: "Here you will find my impressions of Fort William, it's a little dark to read them in this light without spectacles but you will note that Fort William impresses me as having a population of 24,000 in 1931 and a present

★  
A fleeting glimpse of Port Arthur's elevator-front, showing first, at the top, left to right, the Eastern Terminal, Saskatchewan Pool No. 4 and No. 5, Union Terminal, and the United Grain Growers Elevator, all located in the South end of Port Arthur. Eastern's Steamer "Eastrich" is alongside.

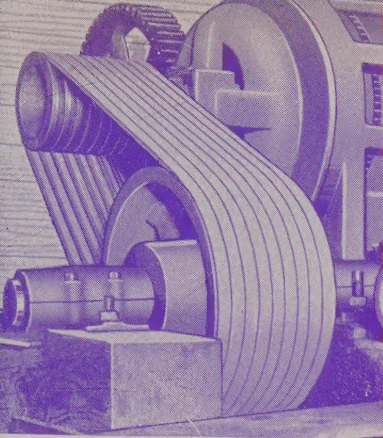
Next, the Inter-City Section of Port Arthur-Fort William showing the Superior, Manitoba Pool No. 1, Canadian Government, Thunder Bay, Saskatchewan Pool No. 7, Bawlf, Stewart and Reliance Elevators.

Next comes the Three Rivers (Que.) Elevator unloading the first cargo received, and below shows the boat decorations commemorating this auspicious occasion.

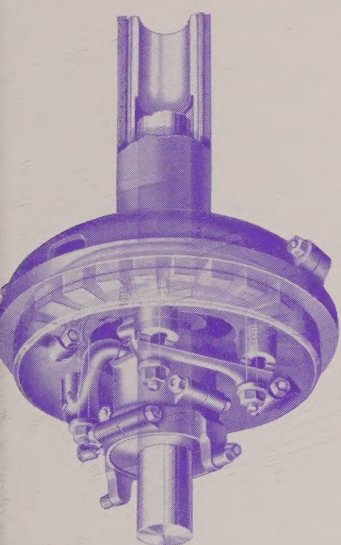
Another imposing Canadian scene is the Canadian Pacific R. R. Elevator at Port McNicoll, Ont., with plenty of work ahead—considering the number of boats waiting to be unloaded.

Canadian Superintendents are going to turn out 100% strong, according to a canvass just made,—many of them accompanied by their Managers.





Dodge "V" Belt Drives  
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"Super-Salem"  
Elevator Bucket

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LUBRICATING  
SPECIALISTS

For Over

Half a Century



Shovel Barrow  
for  
Grain Spills

GREETINGS  
and  
BEST WISHES  
to  
1937  
National Convention  
of  
The Grain Elevator  
Superintendents Association  
of  
North America

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PREFERRED THE WORLD OVER

**Scales**



estimate of 26,277. Taken together with Port Arthur, I should put its population at 48,777. This is only my present estimate: I may change it tomorrow. The city impresses me also as being situated on the Kaministiquia river at the northwestern end of Lake Superior and as the chief point of exodus for the wheat of the Canadian northwest. It thus impresses me as the chief port of the grain trade of the Great Lakes. It contains, I should say, at a guess, 10 schools, 3 fire-halls and 13 parks. It looks to me as if the total value of the utilities was over \$4,000,000 and I feel as if I were 960 feet above the level of the sea. I have all the more confidence in these impressions as I find they correspond very closely with those of Mr. Heaton as expressed in his commercial handbook."

All the same when I recently had a chance to get a real sight of Fort William I did get a very real impression of it. When I say Fort William I include with it the adjoining city of Port Arthur. They ought to be joined and called Fwather, or Port Arthliam. One can't keep saying both. But under any name it is quite literally what you would call a gigantic place. It is drawn upon a big scale, as if a great hand had seized a pencil and marked out in great bold strokes vast empty squares, and streets as wide as fields. So big is the city that they haven't had time to fill in the houses. Later on when they get time to put in lots of houses and buildings, it will be a fine city. At present it is all so spread out that a motor car looks lonely and a pedestrian like a solitary wanderer. There are great open spaces everywhere. Everything is planned to be a mile away from everything else.

All this is just right and in keeping with the surroundings. It was nature that suggested the gigantic idea. Outside, beyond the capes of Thunder Bay, stretches the great reach of Lake Superior. The bay itself would shelter a whole navy, and its towering rocky islands and shores make a navy look small and insignificant. In and through the town the sweeping circles and the branching mouths of the Kaministiquia river are quite properly all drawn on the same big scale. Behind the city mountains rise, quite close by, a single and in chains, not like other mountains, soft and sloping, but torn and scarped and scarred, with upheaved layers of separate rocks that bear witness to millions of years of evolution. Geologists say that this is the oldest part of the world. I believe it. The

GRAIN



Creator was trying out his hand: not in the dainty touches of finished art but in the broad, bold strokes of primitive design.

As with the town so with its commerce. For Fort William no gewgaws of retail trade in parcels and packets, no luxuries in little boxes. It deals in great raw primitive stuff, and it handles it not with hands but with cranes. High stacks of pulpwood rise as little mountains and keep sinking down as the pulp sticks go into the roaring mill, splash and tumble in foam, agonize in sulphur fumes, depart this life as living wood to come spinning out from great rollers, quiet and still, in their death shroud, as miles and miles of paper. Two hours sees it all through its death and resurrection. Wrapped in great bales too big to lift, machinery piles it up in cars, and rolls it into the Great Lakes steamers and away it goes down the lakes. Newsboys presently will be shouting over it in the great American cities. But in the beginning was Fort William.

With the paper goes iron and other ores; everything seems to go far away and to come from far away—ship-loads of sulphur from Yucatan for the death agony of the spruce sticks—ship-loads of binder twine that was sisal in Honduras and will be turned into social credit in Alberta. But towering over it all, and dwarfing even the gigantic primitive industries are the grain elevators and the grain boats: the wheat that never ends, pounded and poured, spread out and sucked up, moving in a roar of machinery and a cloud of dust—still and inert in the ship's silent hold, and thus all the way from the prairies to Liverpool. The elevators with those of the sister city have a capacity of 96,000,000 bushels of wheat. But the figures don't matter. Make them as big as you like and they'd seem too small.

Yet for anybody who likes figures, prefers figures and can't get along without them, there are a few Fort William and Port Arthur statistics to write down. But don't try to remember them. In five years they'll all be out of date. Fort William has 30 grain elevators. They hold 96,000,000 bushels of grain. It has 340 miles of railway track in sidings. It has 22 miles of dock frontage. It can, and has, sorted out and unloaded 2,748 cars of grain in one day. It can roll out 865 tons of paper a day. It has behind it the water power of the Nipigon and the Kaministiquia. It has developed already over 100,000 hydro-electric

horsepower, a statement which is more or less meaningless to untrained people like myself, but which gets a certain meaning by comparison. Fort William is using already about as much hydro-electric horsepower as the whole of Nova Scotia, or as Alberta and Saskatchewan put together. It sells it for one cent for a kilowatt hour and lights its houses so cheaply and so brightly that you can play poker all night for the bare cost of the whisky.

The scale of the emptiness and the openness of Fort William makes New York and London seem crowded, breathless anthills—no place for men. I'd like to live there. I'd like to go to Fort William young and live there 50 years till it had 500,000 inhabitants, and get old and half childish and prattle away about what it was like when it only had 50,000.

## CALUMET BUCKETS

*See Us at . . .*

*. . . the Convention*

*. . . and learn how to increase  
your capacity with this sturdy,  
long-life bucket.*

**In use in most of the Malt,  
Grain and Processing Plants in  
the country.**

Canadian Representative

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CHICAGO, ILL.



## STURTEVANT AND BAST TO ADDRESS SUPERINTENDENTS' CONVENTION

C. D. Sturtevant, President of Bartlett-Frazier Co., Chicago, and O. F. Bast, Vice-President of Brooks Elevator Co., Minneapolis, both prominent and active figures in Association circles and legislative activities affecting the entire grain handling industry, will address the Eighth Annual Convention of the Society of Grain Elevator Superintendents of North America at Fort William-Port Arthur, Ontario, June 14-16.

Mr. Sturtevant, who is most active in guiding Washington activities on behalf of the grain trade, among innumerable other tasks he undertakes willingly, will speak on the "Federal Trade Commission Report."

Mr. Bast, who is First Vice President of the Grain & Feed Dealers National Association, and has always been an active Association worker, will speak on "Management—Superintendent Relationships."

In addition, between a dozen and fifteen managers are expected from Winnipeg and they, along with a number of owners and directing officers of grain firms in the U. S. who have joined this Association lately, are expected to add their thoughts both on the program and in the discussions which will follow on the mechanical and operative subjects the Society will take up.

An unusually large attendance is anticipated this year, particularly because of the 55 per cent increase shown in membership over a year ago, when this Association had but 212 members. Today its membership totals 328.

The Second Vice-President S. S. Orstad, manager of the Federal Grain and Northland Elevator Companies of Fort William, General Convention Chairman and in charge of the program, is mailing out the schedule of topics, which will include every technical phase of elevator operation and maintenance, and he proudly advises that not only does every elevator firm in Ft. William-Port Arthur belong to the Association but that thirty-three in Canada living as far Eastward as Quebec now are members of the Association—a record he challenges any grain storage center to equal proportionately.

Fort William-Port Arthur is the largest grain storage center in the world and their plants have the reputation for being the most modern and efficient there are to be found anywhere.

# Ft. William - Pt. A

## JUNE

### CONFUSION ON CONVENTION DATES

The Elevator Superintendents will meet in Fort William-Port Arthur on June 14-15-16.

This is repeated upon request because the impression is still harbored by some that the Society's dates conflict with that of the big Association of Operative Millers convention in Detroit, Michigan, the previous week.

It is hoped and expected that quite a number from the AOM affair will so-journ to Fort William-Port Arthur for the SGES conference.

### PROGRAM NOT CONFINED TO LOCAL PROBLEMS



S. S. ORSTAD

Someone raised this point, we didn't!

"The breadth and the depth of this year's Superintendent's program is surpassed by nothing ever attempted. Discussions on the problems involving every grain will be taken up. Have no fear," assures Vice

president S. S. Orstad, "every convention delegate will get saturated on just about every topic we can develop, and no one is going to leave disappointed one iota."

### SO YOU'RE GOING TO FORT WILLIAM-PORT ARTHUR?

When our good friends in the twin convention ports speak of visiting us they mention "going to Duluth," or "going to Minneapolis," etc., . . . not "the States." Likewise let us visit "Fort William-Port Arthur," not Canada."

This spirit admirably prevails on their part. We can't do better.

### SUPERINTENDENTS PREPARING MASTERPIECE

The program being prepared for the elucidation of those attending the Elevator Superintendent's Association program promises to outstrip (with no reference to the "strip-tease" vogue) anything ever presented before this expanding body. The boys up there are working their "heads off," according to latest information, to make this affair something to shoot at for years to come. They believe in this group, in its ideals and principles, and their taking hold of this convention with both fists is going to be a dramatization of their ideas of the possibilities it holds. They're earnest, serious, vitally concerned and enormously interested, and their efforts are certain to reflect their high caliber.

### STAY AWHILE AFTERWARDS

"Mountains of new crop grain are in the offing!

"Prices promise to hold steady.

"Boxcars are ready to move it at the stroke of Nature's big bell.

"Movement should be at sustained peaks for weeks.

"So prepare for the onslaught; take a few days, if you can, to penetrate the Nipigon and the wild interior on any kind of sport you prefer. Your selection awaits you," write the Committee on Arrangements.

### RAY BOWDEN TO TALK

Minneapolis, Minn., May 15 (Special)—Word just received here that Ray Bowden, widely known Executive Secretary of the Grain & Feed Dealers National Association, St. Louis, Mo., is definitely accepting invitation to address Elevator Superintendent Association's Eighth Annual Convention—and he has been able to make his plans so he will be with you all during your meeting.—O. F. Bast, Vice President.



# Arthur Invites You

## 14-15-16

### 100 PERCENT

The unbeatable combination: Fort William — Superintendents — Convention.

Come to the Fort William-Port Arthur convention and see the kind of men who have adopted the same business **you** have . . .

Elevate yourself by attending the SGESNA Convention in Fort William-Port Arthur . . . the City of Elevators.

Canada and the Convention calls! June 14-15-16.

Take your vacation at Convention time! Combine pleasure and profit!

Fort William-Port Arthur is the Gateway to the Dominion's Golden Grainlands . . . the Fort William-Port Arthur Convention will be the Gateway to **your** Golden Future!

### BEST WISHES FROM SYDNEY

"It is quite impossible not to retain a special interest in North America generally. We still receive quite a lot of your news in our press, as well as an almost complete supply of your books, magazines and cinemas—thus making it possible to keep in touch at any rate to that extent.

"Am hoping to return for one of your conventions some time in the future, and wish you all every success at this year's affair. Please remember me to all those I've had the pleasure to meet," writes L. S. Harrison, Assistant Manager, New South Wales Grain Elevators, Sydney, Australia.

### FORE!

This applies to the ol' country club addicts, sightseers, and master fisherman, so be governed accordingly and bring your (and your wife's) golf clubs, your comfortable clothes for hiking through the elevators, and your fishing tackle, etc.

### MANAGER-SUPERINTENDENT RELATIONSHIPS

"I know that a closer relationship should exist between the management and the superintendents and if I can be instrumental in any way in affecting this relationship, I will certainly do my part," writes none other than Mr. O. F. Bast, Vice President of the Brooks Elevator Company, Minneapolis, Minn.

Mr. Bast is First Vice President of the Grain & Feed Dealers National Association, among a score of other group activities, and his activities in our behalf are of inestimable benefit.

"I am a great believer in the value of associations. I believe if we were all more Association-minded and were prepared to give more and take less, we would all be better off," he writes.

### BAIT YOUR HOOK!

The world-famous Nipigon River speckled-trout are rising. Land a 30-inch beauty before and after attending the SOGES Convention!

### ELEVATOR OPERATIONS BROADCAST

Did you hear it?

Didn't it give you a powerful urge to personally see the elevator from which the "NEWSCASTER" broadcast his program on May 13th?

Well, Pool No. 7, the scene of his half-hour's continent-wide broadcast is on the list to tour at the coming convention.

### DIRECTORS MEETING

Directors of the Society of Grain Elevator Superintendents will hold their annual meeting on Sunday, June 13, in the Royal Edward Hotel, Fort William, Ont. Many of them are expected to arrive a day or so ahead before engaging on the grind of responsibility that is theirs.

### OWNERS AND MANAGERS PARTICULARLY INVITED

"Please spread the word as widely as possible that owners and managers are particularly invited to the Society's convention," writes M. Frank Beyer of Fort William. "As a matter of fact we expect at least forty or fifty this far in advance."



M. FRANK BEYER

### WINNIPEG MANAGERS TO ATTEND CONVENTION

"From twelve to fifteen of the Winnipeg terminal elevator owners and managers are going to attend the Society's convention," states a bulletin from the Fort William-Port Arthur convention headquarters, "and in addition to some outstanding speakers from there they are lending every effort and gratifying support in proportion to their strong belief in this association, which is enormous and sets a pace far beyond anything ever witnessed.

"Truly the arrangements are wonderful, and show in no uncertain manner the real enthusiasm for our Society by the powers that be in Winnipeg. Not only are they sponsoring many expensive features, but costs are not being permitted to stand in the way for the best speakers obtainable. This spontaneous action is radiating throughout the North American continent, and already half as many reservations are in hand as last year's entire registration—of deep forecasting significance.

"WE'RE EXPECTING YOU !!!, they inform all other elevator heads.

### FORT WILLIAM-PORT ARTHUR ON EASTERN TIME

Your ol' geography has doubtless slipped you, but if you'll ponder over the map you'll see that the longitude running through the eastern boundary of Ontario is far east of New York City, and that the western longitude is west of St. Joseph and Kansas City, Mo., and Galveston, Tex.

All of which makes it more understandable why they should run this busy Province on Eastern Standard Time.



YOUR DANGEROUS OLD

# Extension Lights

are OUTLAWED!

Replace  
With the

*New*

Benjamin TYPE IIG DUST-TIGHT  
INSPECTION PORTABLE



Benjamin has an approved Class 2 Group G Dust Tight fixture for every grain elevator requirement, whether new or for replacement. Write today for descriptive literature. Address Benjamin Electric Mfg. Co., Des Plaines, Ill.

Portable extension lights have been officially outlawed for use in all types of grain elevators. These much needed, but dangerous accessories, have caused sparks, fires, and doubtless many dust explosions. Now the insurance underwriters and their official associations have ruled old-style extension lights definitely "taboo"! So for safety's sake, the sooner you get rid of these hazardous extension lights the better.

To meet the need for a light-weight, handy, easily accessible, non-sparking portable lighting fixture the new Benjamin inspection portable has been developed. With the guidance of some of the leading Superintendents in the United States and Canada, every detail has been ironed out to the perfect satisfaction of all those who have seen it or used it. It is the ONLY portable fixture listed by the Underwriters' Laboratories.

Those who have bought a single fixture for trial tell us how indispensable it is,—and they have ordered many more. They're great for inspecting bins—full or empty, for the track shed, for the legs, and dozens of other practical uses. And from present indications of a wet harvest, a dozen or more of these lamps should pay for themselves in no time this season!

Benjamin are the pioneers in the development of better and safer lighting for elevators. Benjamin Dust Tight Fixtures and Fittings, Industrial Reflectors, Panel Boards, Visual Signal Appliances, Kode Kall and Howlers have long been standard equipment in the elevator field.

# BENJAMIN

## LIGHTING EQUIPMENT

Distributed Exclusively Through Electrical Wholesalers

1. Type IIG, Dust-Tight Fixture.
2. Type IIG, Dust-Tight and Vapor-Proof Fixture.
3. Vapor-Seal Lighting Fixture.





## MAKE YOUR HOTEL RESERVATIONS TODAY

"Make your hotel reservations today," the Committee in charge strongly urges. "Send your requirements directly to Mr. S. S. Orstad, 419 Catherine Street, Fort William, Ont., and he will pass it on to the Committeemen in charge.

"Remember, it is easier to make a reservation and cancel it later (if imperative) than to hurry and scurry around for a place to sleep late at night. Not that we won't have ample accommodations, but the two largest hotels are naturally going to fill up first." Here are a list of the hotels and their rates:

### PRINCE ARTHUR HOTEL

Port Arthur

- 31 No Bath —Single \$2.00 and \$2.50  
Double \$3.50 and \$4.00  
75 With Bath—Single \$3.00 and \$3.50  
Double \$4.50 and \$5.50

### AVENUE HOTEL

Fort William

- 20 No Bath —Single \$1.50 and \$2.00  
Double \$2.25 and \$2.50  
30 With Bath—Single \$2.50 and \$3.50  
Double \$3.50 and \$4.50

### ROYAL EDWARD HOTEL

Fort William

- Rooms with bath  
3 corner rooms                      Single \$4.00  
   Double \$6.00  
29 rooms                              Single \$3.50  
   Double \$5.00  
Rooms with shower bath  
14 rooms                              Single \$3.00  
   Double \$4.00  
Rooms with hot and cold water and lavatory  
6 rooms                                Single \$2.50  
   Double \$3.50  
Double bedrooms (Sample rooms, which may be equipped as two bedrooms, each with twin beds and private bath  
8 rooms                                Single \$3.50  
   Double \$5.00

Also the Bessborough and Willingdon Suites, comprised of double bedroom, sittingroom and private bath, at the rates of \$8.00 single and \$10.00 double per day. Rooms may be equipped with either single or double beds, as specified. The majority of the rooms are equipped with twin beds.

**A HEARTY WELCOME  
AWAITS MEMBER AND  
NON-MEMBER ALIKE!  
COME TO YOUR  
CONVENTION!!**

## SO YOU'RE DRIVING TO THE CONVENTION?

While the trip from Duluth to the twin-convention cities is less than 200 miles, the least you can count on in the way of elapsed time is six hours.

Yes, six hours if it's sunny and Saturday, seven hours if it's Sunday, eight hours if it's rainy, and nine hours if it's rainy and foggy.

Old timers tell us the best proposition is to plan to land at Lutzens (Minn.), identified by a small sign on the right hand side of the road about 100 miles northeast of Duluth. Stop off there overnight, and continue your trip leisurely in the morning.

## DRIVING ALONE?



OSCAR W. OLSEN

E. J. Raether, 415 W. 25th St., Minneapolis, Minn., or Oscar W. Olsen, 528 41st Ave., East, Duluth, Minn.

## COVETS COMPANY

"If you should know of anyone who would like a fast, open ride to the Fort William-Port Arthur convention please let me know," offers Edward E. Fraenheim, Jr., Buffalo Forwarding Company, Chamber of Commerce, Buffalo, N. Y.

We predict he'll have to charter a 40 passenger bus.

## DRIVE SAFELY!

Inasmuch as sections of the Duluth-Fort William roads are undergoing repair due to the 14 feet of snow, the frost and disrupting frost boils which make the road impassable in spots, a number of overhanging curves are unguarded. So let's all resolve to drive sanely, for news of an accident to any one of our number won't help any of us—particularly the one involved.

For your own sake and ours,  
D-R-I-V-E S-A-F-E-L-Y !!!



## BE ON DECK BY SUNDAY NOON

A golf tournament, violent fishing trips, and exhaustive touring is being planned starting Sunday noon, June 13, so don't miss!

## ASSOCIATION HEADQUARTERS EN ROUTE

The Society will establish headquarters both at Minneapolis and Duluth for the benefit both of those driving their own cars and for those wishing to ride with some delegates going to the convention.

So stop off both in Minneapolis and Duluth if you're driving, meet the boys there, and pick up as many as you can carry along with you.

Stickers for your windshields and your luggage will be distributed from both these centers.

E. J. Raether, Secretary of the Minneapolis Chapter, will have a hospitable corp on hand at the Hotel Nicollet in Minneapolis, where a large parlor room will be used for making contacts, and Oscar W. Olsen, past president of the Association, and his cronies will hold forth at the Hotel Duluth, Duluth.

Headquarters at Minneapolis will be open from Saturday morning until evening, and again Sunday morning for a short time. Headquarters at Duluth will be open the same length of time except Sunday, when one o'clock will mark the closing.

## LOCK UP BORDER AT EIGHT P.M.

Woe be to the tardy ones who do not get their toes over border line by eight o'clock central standard time. . . . and Pigeon River is all right for a night's sleep—but not nearly as commodious as Fort William and Port Arthur. A word to the wise. . . .

## CAMERA! ACTION!

Bring your cameras, Boys! Snap a moose, a deer or a bear! Plenty of 'em not too far distant from Fort William-Port Arthur.



## BUY "SUMMER RATE" TICKET TO DULUTH

Recognizing the beauty of this untouched region, the railroads offer attractive "summer rates" to Duluth nearly 20 per cent under regular fares—some accommodations and service as first-class winter rates. And, incidentally, this is away under the Convention-certificate vote. In addition, alternate routing on the return trip (via Minneapolis) is available upon purchasing your ticket through Chicago at 90 cents additional over the Northwestern and Soo Line railroads. It is particularly suggested to those going through Chicago to Duluth to have their tickets routed via Minneapolis on the return journey inasmuch as new acquaintances will issue invitations to inspect their wide variety of features and innovations. (Such routings may be changed at Duluth on the return trip should conditions warrant.)

These 10-day "summer rates" do not apply on tickets purchased just to Minneapolis. Thus the cost of \$15.40 round-trip from Chicago to Duluth via the short-line, for example, is nearly a dollar less than the regular round trip to Minneapolis. Furthermore, the "summer" round trip to Duluth on any line via Minneapolis is identical with present regular round-trip rate to Minneapolis alone, so **BUY YOUR TICKET TO DULUTH.**

Stop-overs are permitted at Minneapolis from all directions (except at "short-line" rate,) so that those wishing to take a daylight train ride may arrange same conveniently. This will likewise permit stopping off at either or both headquarters in Minneapolis and Duluth to get acquainted, pick up a ride beyond Minneapolis or Duluth, and so on. Stop-overs also permitted at other points within time limits of ticket.

These "summer rates" are cheaper than any coach rate.

With the streamline trains in service it is quite convenient to take an afternoon train to Minneapolis, an evening or morning train to Duluth and Fort William. Be sure to make reservations if you're riding on these fast streamliners.

Check up with your local ticket agent, and in cases of dispute bring along a receipt for your ticket.

## ★ WANDERLUST

Names to roll on your tongue . . . and then roll up and see: Thunder Bay . . . Silver Islet . . . Loch Lomond . . . Amethyst Harbor . . . Kaministiquia River . . . Isle Royale

## HAY, FELLER!

There just aint no such animule as hay-fever in Fort William . . . and for sufferers who go there, cure is immediate!



## TRAIN SERVICE

### Chicago to Duluth — Direct Route Soo Line

Lv. Chicago 5:15 P. M.

Ar. Duluth 8:10 A. M.

### Northwestern

Lv. Chicago 6:15 P. M. @ 11:00 P. M.

Ar. Duluth 7:30 A. M. @ 12:05 P. M.

### Chicago to Duluth via Minneapolis Milwaukee Road

Lv. Chicago Ar. Minneapolis

10:00 A. M. 7:50 P. M.

1:00 P. M. 8:00 P. M.

10:15 P. M. 8:00 A. M.

11:15 P. M. 9:10 A. M.

### Burlington Zephyrs

8:00 A. M. 3:00 P. M.

4:00 P. M. 10:59 P. M.

### Northwestern's "400"

3:00 P. M. 10:00 P. M.

### Omaha-Sioux City via Minneapolis Northwestern R. R.

Lv. Omaha 8:35 A. M. @ 9:15 P. M.

Lv. Sioux City 11:59 A. M. @ 12:30 A. M.

Ar. Minneapolis 8:30 P. M. @ 8:10 A. M.

### Kansas City-Des Moines via Minneapolis Rock Island

Lv. Kansas City 5:45 P. M. @ 11:59 P. M.

Lv. Des Moines 11:45 P. M. @ 7:05 A. M.

Ar. Minneapolis 7:55 A. M. @ 2:15 P. M.

### St. Louis and Beyond

Fares through Chicago are the same as direct to Duluth via Minneapolis, thus giving an opportunity to ride the daylight streamliners—and save time, too. Frequent trains over four lines assure ample service to Chicago.

Direct service leaves 2 P. M. arriving Minneapolis 8:00 A. M. following morning.

### Minneapolis to Duluth Service

Lv. Minneapolis Ar. Duluth

N. P. 7:20 A. M. 12:45 P. M.

G. N. 9:35 A. M. 1:50 P. M.

Soo 1:15 P. M. 6:10 P. M.

G. N. 5:00 P. M. 8:00 P. M.

N. P. 11:20 P. M. 6:30 A. M.

## REMEMBER YOUR TOPCOAT

This may sound like a joke,

But bring your topcoat

Or the joke will be on you.

The kind that makes you shudder!

## CHARTERED BUSES from DULUTH to CONVENTION CITIES

Inasmuch as there is no direct railroad line from Duluth to the convention cities, arrangements have been made to charter comfortable Greyhound Buses for all those making written or wired reservations with Oscar W. Olsen, 528 East 41st Avenue, Duluth. At 33 to the bus the cost will be but \$6.75 for the round-trip, and the running time from 6 hours, compared with the regular fare of \$10 round-trip and 8 hours elapsed time.

For the benefit of those going up earlier or later than the special busses, the regular daily bus leaves Duluth at 8:15 Central Standard Time, arriving at 4:15 P. M.

The last chartered bus will leave Duluth, providing sufficient reservations are received (as there doubtless will be), at 2 P. M. CST on Sunday, and should sufficient demand develop then this same service will be duplicated on Saturday.



## BUS SERVICE MINNEAPOLIS TO DULUTH

Busses, making the trip in less than five hours, leave Minneapolis at 7:30 and 10:45 A. M., and 1:15, 3:45, 7:15 and 11:59 P. M. The fare is \$3 one way and \$5 round trip.



## TRAIN SERVICE DULUTH to CONVENTION

For those preferring to use the train between Duluth and the convention cities, the Canadian National Ry. offers a summer rate of \$12.80 round-trip plus \$6 Pullman round-trip. Service runs daily except Sunday, however connections at Fort Frances (at 1:35 A. M.) are available but thrice weekly, so this service is usable leaving Duluth only on Monday, Wednesday, and Friday. Train leaves Duluth at 7:15 P. M. arrives Fort William at 10:43 A. M.



## \$5 REGISTRATION FEE TO COVER 6 MEALS

"A \$5 registration fee will include two meals a day for the three days of the convention," states General Chairman S. S. Orstad.

"This will be far cheaper and much less bother and confusion necessitated by making separate collections at each meal, and I assure every delegate that the best places have been selected for their repast. As a matter of fact we will dine together some place different every day."

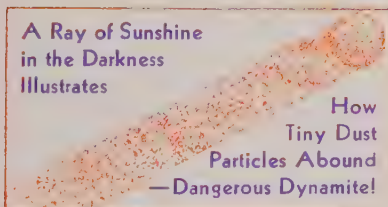


# *The Unseen* **MONSTER**

Lurking in the atmosphere of every unprotected elevator and mill are **MILLIONS** of Dust Particles

## **TOO SMALL**

To be detected by the naked eye but a  
**Constant Menace to Life and Property**



The **ONLY WAY** to eliminate this Destructive Monster is to remove it by effective dust control installation. Our years of experience is at your service.

Write for Information

*The* **DAY** *Co.*

2938 Pillsbury Ave., Minneapolis, Minn.



## GET READY TO CROSS THE LINE

Customs officers are pleasant, firm, and efficient, and they are placed in their posts to carry out laws. Therefore to save yourself time and inconvenience the following is suggested:

Bring what ever you have showing serial and motor number of car you drive across to the convention.

Superintendents are going "on pleasure"—in answer to their query.

Associates going "on business," in addition to attending the convention, will be charged 30% duty on their automobiles if they use same for any other purpose than to drive directly to the nearest garage in Fort William or Port Arthur. Taxis or rented cars **must** be used on **business** after arrival at the convention cities. (This does not apply to simply attending the convention alone.)

Declare what you buy on the return trip. You are allowed \$100 per person, and it is best to place purchases on top in your grip. One quart of spirits fermenti is the limit, and jail for having a container with broken seals.

Laws are strictly enforced, are fair and wise.

Do not joke or "kid" with the customs officers, they're serious men.



## SCOTCH SHOPPING

Fort William-Port Arthur offers everything in its stores at cheaper prices, item for item, and purchases up to \$100 are duty free for returning U. S. superintendents.



## BRING THE LADIES ANYHOW

## BRING THE LADIES !!!

"Word of the beautiful trip from Duluth to Fort William has resulted in unusual interest on the parts of the ladies, bless 'em. And as a consequence some three score have already made plans to accompany their member-husbands," advises the Reservations Committee.

"We believe," they write, "that half to two thirds as many ladies will turn out as members and welcome guests and visitors, so bring your ladies with you and give them a treat, too

"In years gone by there has been an increasing number of ladies attend our conventions, but they have busied themselves with their individual bents. This year we've an entire program for them—and you'll not get to see them very often. So don't be lonesome!"



## LAKE TRIP VIA SARNIA

The Northern Navigation Company will run a boat from Sarnia, Ont., to Port Arthur and return at a most convenient time for those wishing to travel by water. Leaving at 5 P. M. Saturday, June 12th, and arriving Port Arthur at 6:30 A. M. Monday morning, the fare is \$63.65 round-trip including berth and meals. Returning the boat will leave at 1 P. M. Thursday and arrive Sarnia at 6:30 A. M. Saturday. Good connections by rail or bus are available.



## SUGGESTS SAFETY CONTEST

I can see no reason why it should not meet with the approval of the membership to establish a Safety Committee and conduct a Safety Contest, as the matter of accident prevention is a very live question and one in which we are all striving for a perfect record.

The most efficient system to adopt for a contest would be one patterned after that used by the I. C. C. based upon the man-hours worked in each branch of the service. In this way the number of injuries or accidents to the employees is brought to a per cent basis.

If the Convention Delegates believe this plan is workable and the committee appointed wish to adopt some such plan, they could set up a table of awards or prizes as they think best.—H. W. Feemster, Superintendent, Western Maryland Ry. Elevator, Baltimore, Md.

(Ed: Mr. Feemster won a citation for 1935 for a perfect accident record, and has been notified of this signal honor again for 1936.)

"Safety is of the first importance in the discharge of Duty."

## SAFETY CALENDAR

"The Safety Calendar you mailed out to members is certainly fine and the best I've ever seen. Soon as mine was received I hung it up in my bedroom right where my eyes could rest on one of the extremely interesting pictures first thing when I awake. Then when I get tired of looking at this particular one I turn to another and another until the entire twelve have been in front—then I repeat the performance," writes A. F. Schuler of Minneapolis.



## OUR SAFETY PROGRAM

By F. A. Hasse, Corn Products Refining Company, Chicago, Ill.

"In conducting our safety work, we have found that a carefully planned and friendly contest between our four plants in this country for the best safety record, has been found an effective stimulus for preventing accidents. A 'No Accident Record' for a given period or an improvement over the record of a preceding period is made the goal. Our contests have always been for a calendar year and the winning plant is given a prize or trophy in addition to a celebration to which all employees are invited.

"The contest is advertised by posters on bulletin boards, group safety meetings which are held regularly, and articles in the plant magazines. Monthly statements are prepared showing the standing of the plants so the progress of the contest can be watched and a keen interest among the employees prevails throughout the contest period.

"The best record for the year 1936 was accomplished by our Edgewater, N. J. Plant. They won the contest and trophy by going through the entire year with but one lost-time accident—which occurred during the month of August. This accident might be classed as one that was not preventable and it could have been more severe. Here is a brief description of how it occurred:

"The employee was eight feet above the floor on a ladder screwing a 2 inch tee to a pipe line with a wrench. The tee broke, due to a flaw in same, and the sudden jar caused the man to fall to the floor. He landed on his feet but sprained his back and leg muscles which caused him to lose 73 days time. At any rate the plant won the contest and the employees were presented with a radio for their recreation room at a celebration in which all employees participated."





## Greetings and Best Wishes to the Elevator Operators and Superintendents of North America!

A great many of you remember me because since 1898 I have been selling you the Journal Alarm System, which gives an alarm if there is a hot bearing in the elevator, thereby saving a fire loss, and at the same time carrying a reduction in insurance rates, which has, and still is paying for the System over and over again — and the first System we installed is still carrying a credit!

*L. H. Des Isles*

### NOW THE ZELENY THERMOMETER SYSTEM,—is installed in over 12,000 bins!

Those of you who are using the ZELENY SYSTEM know its value because it keeps you informed of the exact temperature of the grain up through the bins at all times, thereby preventing great losses, and at the same time eliminating needless turnings and the unsatisfactory method of probing the grain in deep bins.

We formerly manufactured and sold grain probes. After making many tests probing grain in deep bins we positively found it was **not** practical. Probing does not tell you if your grain is heating. It **may** tell you if your grain is hot — if you happen to strike the right spot — but then it is too late to prevent a loss.

If you wish to increase your company's profits install in your bins the ZELENY THERMOMETER SYSTEM, which pays for itself over and over again indefinitely.

Write the  
**ZELENY THERMOMETER COMPANY**  
542 South Dearborn Street  
Chicago, Illinois



## CHICKEN AND BEAN DINNER

Last year Oscar W. Olsen of Duluth, then president, introduced a unique innovation that is bound to become one of the pillars of the "between sessions" activities of future conventions. Two new membership teams competed for first place, the losers eating a full course of beans prepared in a dozen ways (even **that** bean pie!) and also paid for chicken dinner doubly relished by the winners.

Now Chairman Orstad is going to rebaptise the contest and run it a trifle differently—and many a hearty laugh is promised.

Not only that, but you won't know until you sit down on whose team you are or whether or not you're a winner.

"A tip to the wise," Mr. Orstad writes, "is to bring in a new membership quickly!"

## NEW MEMBERSHIP WORKERS

The annual contest for new members is always of keen interest, therefore it is with pleasure that we present the standings of those active along this line. First is the number of members turned in from July 1 to December 31, 1936, followed by the number of new members turned in from January 1, 1937 to date:

S. S. Orstad, Federal Grain Limited, Fort William: 0-24; M. Frank Beyer, Grand Trunk Pacific Elevator Company, Fort William: 2-6; Henry S. Cox, Star Grain Company, Chicago: 4-1; Gilbert P. Lane, Arcady Farms Milling Company, Chicago: 1-3; E. J. Raether, Brooks Elevator Company, Minneapolis: 2-2; J. R. Coughlin, Brooks Elevator Company, Minneapolis: 2-1; James Mackenzie, Three Rivers (Que.) Grain & Elevator Company: 0-3; Godfrey Morgan, Spencer Kellogg & Sons, Buffalo: 0-3; Percy C. Poulton, N. M. Paterson & Son, Fort William: 0-3; B. I. Weller, Weller Metal Products Company, Chicago: 2-0; Oscar W. Olsen, Globe Elevator Company, Duluth: 2-0; Henry Keir, Bartlett-Frazier Company, Chicago: 1-0; V. I. Champlin, Archer-Daniels-Midland Company, Minneapolis: 1-0; Alan B. Starkey, Consolidated Elevator Company, Duluth: 1-0; Paul Christensen, Monarch Elevator Company, Minneapolis: 1-0; Gilbert Schenk, Weevil-cide Corporation, Kansas City: 1-0; Louis Rendell, Pratt Food Company, Hammond, Ind.: 0-1; Wm. H. Gassler, Rosenbaum Brothers, Chicago: 0-1; K. A. Miller, J.

Allen Smith & Company, Knoxville, Tenn.: 0-1; John A. Campbell, Canadian Consolidated Grain Company, Fort William: 0-1; F. Maynard Losie, Hallet & Carey Company, Minneapolis: 0-1. Total, 71.



## NEW MEMBERS PAST QUARTER SHOW BIG INCREASE AMONG MANAGERS

New memberships in the Elevator Superintendent's Association have shown a steady growth and stand just 105 over that of a year ago. The intensive drive put on during the first half of June a year ago is, however, going to be a real goal to shoot at. Here are the figures—1936 figure followed by 1937:

March 1,	203-288
April 1,	207-299
May 1,	212-321
May 20,	228-333
June 1,	235
June 1,	268

The Superintendent's Association takes unusual pleasure in presenting the following newly elected members, and particularly gratified over the number of managers joining its numbers:

273 Robert B. Pow, Supt., Reliance Grain Co., Ltd., Fort William; 274 John A. Campbell, Supt., Canadian Consolidated Grain Co., Ltd., Fort William; 275 Carl J. Pauken, Supt., Rice Grain Co., Toledo; 278 Frank E. Carlson, Occident Terminal Division, Russell-Miller Milling Co., Duluth; 280 Harold E. Armstrong, Supt., Uhlmann Grain Co., Kansas City; 283 Andrew Rankine, Manager, Canada Malt-ing Co., Ltd., Montreal; 286 Charles H. Hegwein, ass't. Supt., Pratt Food Co., Hammond; 287 Fred A. Sibbald, Ass't Supt., Grand Trunk Pacific Elevator Co., Ltd., Fort William; 288 James A. Smith, Manager, Sarnia Elevator Co., Sarnia, Ont.; 289 C. S. Maxwell, Branch Manager, Manitoba Pool Elevators, Ltd., Fort William; 290 John Belanger, Supt., Manitoba Pool Elevators, Ltd., Fort William; 292 Joe Bailey, Grain Supt., Cargill, Inc., Chicago; 293 Robert E. Thornes, Manager, North Shore Supply Co., Ltd., Fort William; 294 D. L. Bole, Owner and Supt. Bole Elevator, Empress Grain Co., Fort William; 295 Francois X. Ouillet, Supt., Quebec Harbour Board Elevator, Quebec; 296 Edward E. Fraunheim, Jr., Buffalo Forwarding Corp., Buffalo; 297 Ralph Hetherington, General Manager, Canadian Government Elevators, Fort William; 300 C. R. Medland, Vice-President, Mumford, Medland, Ltd., Winnipeg; 301 J. Wood, Rife Hardware Co., Fort William; 302 Raymond J. Brusseau,

## FORE!

The sporty Fort William Country Club golf course in the valleys of Mount McKay makes a bogey seem like a par . . . at only one buck a day!

Supt., Atlantic Elevator Co., Minneapolis; 303 W. A. Daniel, Prod. Manager, Early & Daniel, Cincinnati, O.; 304 E. H. Franke, Strong-Scott Mfg. Co., Winnipeg; 305 P. J. Grout, Manager, Hart-Emerson Co., Winnipeg; 306 S. M. Smith, Canadian Westinghouse Co., Ltd., Fort William; 307 Murdock McKay, Supt., United Grain Growers Terminals, Ltd., Fort William; 308 Ernest A. Sellers, Gen. Supt., Federal Grain Ltd., Fort William; 309 Archie Bruce, Supt., Stewart Terminal, Federal Grain Ltd.; 310 Frank McCallum, Supt., Consolidated Terminal, Federal Grain Ltd.; 311 Edward H. Glover, Supt., Northwestern Terminal, Federal Grain Ltd.; 312 John Irving, Mechanical Supt., Federal Grain Ltd., Fort William; 313 John M. Fleming, Pres., C. D. Howe Co., Ltd., Port Arthur; 314 Harry Catlow, McColl-Frontenac Oil Co., Ltd., Fort William; 315 Clarence C. Bach, Supt., Twin City Trading Co., Minneapolis; 316 Wm. D. Loney, Supt., Ogilvie Flour Mills Co., Ltd., Fort Williams; 317 A. G. House, Mgr., Dodge Mfg. Div., United Steel Corp., Toronto; 318 W. T. Piper, Manager, R. S. Piper & Sons, Fort William; 319 Wm. L. Bird, Vice Pres., Kaministiquia Power Co., Ltd., Fort William; 320 W. D. McIntosh, Supt., Union Terminal Ltd., Port Arthur; 321 John R. Gibson, Mgr., Hallet-Carey-Swart Ltd., Fort William; 322 Percy McCallum, Gen'l Supt., Saskatchewan Pool Terminals Ltd., Port Arthur; 323 Fred'k W. Pyett, Supt. Pool No. 4, Sask. Pool Terminals Ltd., Port Arthur; 324 John J. Chenier, Supt. Pool No. 6, Sask. Pool Terminals, Port Arthur; 325 Charles W. Swingler, Supt., Pool No. 7, Sask. Pool Terminals, Port Arthur; 326 Lloyd W. Domm, Mgr., Goodyear Tire & Rubber Co., Fort William; 327 Christopher T. Snidal, Dunlop Tire & Rubber Goods Co., Port Arthur; 328 Harold K. Vantine, Supt., Canadian Pool Terminal Elevator, Buffalo; 329 The Cuthbert Co., Winnipeg; 330 James A. Speers, Gen'l. Mgr., Lake Shippers' Clearance Ass'n., Fort William; 332 John Bush, Kingston Elevator Co., Kingston, Ont.; 333 R. L. Turner, Gutta Percha & Rubber Ltd., Fort William.

Associate members, whose official numbers on the Society's rolls intervene, will be publicized later.





GLAD TO HAVE  
YOU JOIN US

## MOST OF THESE WILL ATTEND

The membership of the Society are pretty regular attendants at the annual conventions, so a quick review of those Superintendents renewing their memberships the past quarter is a pretty good indication who you'll see there. They are, along with us, many more members renewing during the other three-quarters of the year:

Wm. Grogan, Fleischman Malting Co., Minneapolis;  
Geo. H. Stingel, East Peoria (Ill.) Elevator Co.;  
Ward Hutchinson, Consolidated Elevator Co., Duluth;  
Walter Nowak, Nowak Milling Corp., Hammond, Ind.;  
E. H. Karp, Farm Credit Administration, Chicago;  
James G. Hayhoe, Cargill, Inc., Minneapolis;  
W. D. Meyers, Cleveland Grain Co., Chicago;  
M. F. Beyer, Grand Trunk Pac. Elevator, Fort William;  
Arvid Anderson, Crowell Elevator Co., Omaha;  
H. W. Feemster, Western Maryland Elevator, Baltimore;  
Earl Evans, Evans Elevator Co., Champaign, Ill.;  
Walter H. Teppen, Occident Terminal Division, Russell-Miller Milling Co., Duluth;  
John J. Becker, Rosenbaum Brothers, Chicago;  
E. G. R. Peterson, B. A. Eckhart Milling Co., Chicago;  
W. A. Randall, Continental Grain Co., Vancouver, Wash.;  
Fred Rech, Arcady Farms Milling Co., Chicago;  
Henry Keir, Bartlett-Frazier Co., Chicago;  
G. C. Baade, Bartlett-Frazier Co., Burlington, Ia.;  
M. L. Cobb, Kellogg Grain & Elevator Corp., Minneapolis;  
Henry S. Cox, Star Grain Co., Chicago;  
James Auld, Northwestern Malt & Grain Co., Chicago;  
Louis Rendell, Pratt Food Co., Hammond, Ind.;  
H. F. Johnson, Galveston (Tex.) Wharf Co.;  
Hollis Graves, Capitol Elevator Co., Duluth;  
James Mackenzie, Three Rivers (Que.) Grain & Elevator Co.;  
Emil Buelens, Glidden Co., Chicago;  
Jos. P. Wilke, Farmers National Grain Corp., Peoria, Ill.;  
E. J. Raether, Brooks Elevator Co., Min-

## ASSOCIATES NIGHT WEDNESDAY

According to custom, the Association will be the guests of the Associate members on Wednesday evening, June 16th. This unique handling has been found a mutually delightful and much less expensive. The ladies will participate in this affair this year as last.

neapolis;  
J. R. Coughlin, Brooks Elevator Co., Minneapolis;  
Adolph Swendsen, Cargill, Inc., Chicago;  
F. Maynard Losie, Hallet & Carey Co., Minneapolis;  
B. P. Kline, Hales & Hunter Co., Chicago;  
P. Bohan, Searle Elevator Co., Minneapolis;  
H. L. Heinrikson, Terminal Grain Corp., Sioux City, Ia.;  
O. W. Olsen, Globe Elevator Co., Duluth;  
Godfrey Morgan, Spencer Kellogg & Sons, Buffalo;  
W. S. Pool, Jr., Nebraska-Iowa Grain Co., Omaha;  
Paul Konopatzki, Bunge Elevator Corp., Minneapolis;  
P. C. Poulton, N. M. Paterson & Co., Fort William;  
Harold Wilber, A. E. Staley Mfg. Co., Decatur, Ill.;  
Carl Rasmussen, Consolidated Elevator Co., Duluth;  
Gilbert P. Lane, Arcady Farms Milling Co., Chicago;  
Raymond Erickson, Capitol Elevator Co., Duluth;  
John F. Jensen, A. D. Thomson Co., Duluth;  
E. J. Martin, Norfolk (Va.) Elevator Co.;  
Harry Thoms, Stratton Grain Co., Milwaukee;  
S. S. Orstad, Federal Grain Ltd., Fort William;  
John Hall, Washburn Crosby Co., Chicago;  
George Lightfoot, Farmers National Elevator, Chicago;  
M. N. Noxon, Ralston-Purina Co., Minneapolis;  
Fred E. Hawley, Norris Grain Co., Chicago;  
Ken Campbell, Bawlf Terminal Elevator Co., Port Arthur;  
Herbert H. Gear, Fanley Grain Co., Sioux City, Ia.;  
Russell Johnson, Capitol Elevator Co., Duluth;  
George Dunkelbeck, Monarch Elevator Co., Minneapolis;

## CLEARING HOUSE



HENRY KEIR

"The SGES is truly a CLEARING HOUSE for ideas," remarked Henry Keir of Bartlett Frazier's "Wabash" Elevator at a Chicago Chapter meeting recently, "and in addition to participating at the monthly discussions every one of

our members should develop the habit of visiting with others on the job. After all our Association is just as much ours and just as vital as are our respective jobs . . . and parallelly the more you think about and work at both your jobs and your association responsibility the greater your success and the quicker your ascension.

"There was a time when every active member of the Super's Society knew the balance of the membership through conventions, committee work and correspondence, but that is increasingly difficult with the substantial and high-caliber gains our technical group has made in membership. It is regrettable that we all can't become intensely good friends with one another at a faster pace, for in the final analysis there is nothing more valuable, more genuine, more lasting, than a true friend. For friendships truly make the world go 'round, and it is only through their co-operation that the solid foundation for our association has been built. From this beginning I know one of the most constructive bodies is going to develop, as a matter of fact our Society has already acquired that reputation, and we intend to keep it and enhance our usefulness and broaden our goal."



## BOB BURNS WOULD SAY

"There is such a thing as a person gettin' a break and there might be such a thing as luck, but before you start envyin' a person that's got a little bit more than you have it would be a good idea to find out what he had to go through to get it. I suppose we all start out with about the same opportunities, but some fellas just seem to know how to take advantage of 'em."

Therefore I'd suggest you attend your convention June 14-15-16, says Percy Poulton, Attendance Chairman.



## GEORGIAN BAY CHAPTER IN OFFING

We're making some real progress towards the formation of a Georgian Bay Chapter, and hope to announce the initial meeting of Chapter Four (unless some other territory beats us out of this number) before our big annual convention. This Chapter will include all the eastern portion of Ontario, plus any welcome Supers from adjoining states.—G. J. Shaw, C. P. R. Elevator, Port McNicoll, Ont.



G. J. SHAW



## MOST DANGEROUS THING IN THE WORLD



E. H. KARP

The most dangerous thing in the world is not to lag your pulley, idler and boot pulley, and the cost of lagging is saved in power conserved. It is best to relag every three months.



## WOULD TIE UP BUCKETS

The Static Electricity Committee of the National Fire Protection Association, meeting in annual convention in Chicago this month, issued a pre-convention report calling for the adoption of a "should" (or suggestive) regulation for the fastening of a continuous wire to the outer corners of all elevator cups—this to be grounded for disseminating static.

Had the recommendation reached the platform there were an army of Chicago Superintendents on hand to protest, however this is doubtless not the last that will be heard of this idea.



## THAT EIGHT O'CLOCK YAWN

Laugh? Why they can't help it, for 'tis said every visitor to Fort William-Port Arthur is affected the same way.

You see it comes about in this way. The altitude is high; the air is pure and full of forest-sifted ozone; the evenings are cool with fresh lake breezes to make you appreciate that top coat you'd better

## WHEN THE EXPLOSION COMES

Headlines screech the news from coast to coast—another grain dust explosion!

Hurriedly frantic insurance companies slash their risks, tighten their rules and regulations, re-rate if they can, introduce a flood of ideas to become enforced under strict codes,—

**but still we have dust explosions!**

Instinctively the Elevator Superintendent builds a protective wall around his plant and his men with an accusing finger toward a single cause of the last major disturbance,—and one must admire their courageousness.

**but the last decade of blasts tells another story.**

So many unusual and unexplainable distortions of nature occurred within a mile's radius from the Krause explosion last month that the weird tales bring goose pimples and cold shudders. Only an artistic cameraman with color and sound effects could reproduce a semblance of such a "horror zone."

More interesting, indeed, is the observation that whenever Superintendents congregate their spare moments are concentrated on finding the germ of life that gives these all-enveloping litters of blasts their start. Some hold there is a definite relationship between humidity and explosions, some claim ventilation holds the answer. I claim we're going to find the reason before long.



## HOT AND BOTHERED



H. H. FEEMSTER

"One of the outstanding problems on the Atlantic Seaboard at the present time," writes Federal Supervisor Harold Anderson of Baltimore, "is the handling and conditioning of imported Argentine corn. The movement of this corn

across the equator is an extra transportation hazard resulting in receipts of such corn being out of condition and containing live weevil."

At least the Seaboard houses won't feel so empty.

bring along, and the absence of hurry and bustle—of dirt and noise, all get you and you peacefully relax in this haven of rest.—Thus the eight o'clock yawn—and you'll do it, too.

## SOCIETY LOSES STAUNCH FRIEND

Louis T. Sayre, whose untimely demise is bemoaned by all who knew him, was one of the pillars of the Society of Grain Elevator Superintendents.

With his alert mind and his background of elevator apprenticeship he prodded new technical ideas into every meeting he attended. Years ahead on investigating innumerable "cause and effect" matters, his potent words invariably set up new cycles of thought, opened new horizons to the routine-burdened, inspired the calloused, stimulated the adept and directed the leaders.

Friendly, helpful, patient, the Association will hew to the constructive paths he pointed out for years to come, and his indomitable spirit will lead the way forward.

## BETTER TUNE UP

Respect for the other man's ideals is what makes lasting friendships. Custom dictates singing the National Anthem at the convention—and what is to be more prized than friendships. Here it is:

**God Save the King**

God save our gracious King,

Long live our noble King,

God save the King;

Send him victorious,

Happy and glorious,

Long to reign over us;

God save the King.

And to the same tune will be sung:

**America**

My country 'tis of Thee

Author of liberty

Of Thee I sing.

Long may our land be bright,

With freedom's holy light,

Protect us by thy might,

Great God our King.

**WELCOME**





# A Winter Storage Cargo

by JOHN MACK

Mutual Elevator, Pillsbury Flour Mills Company

Buffalo, N. Y.



JOHN MACK

ONE of my duties during the winter months is to keep an eye on the grain stored in vessels. We make an inspection of each vessel at least once a month. I have been looking over past records of these inspections and ran across something that might be of interest to your readers.

On August 14, 1933, a steamer arrived in Buffalo with a cargo of No. 1 Hard Winter wheat. This was unusually early for a vessel to arrive with winter

storage grain. For this reason and on account of the character of the wheat I decided an inspection every two weeks would be necessary.

We took temperatures of the grain in the center of each hatch twelve feet from the top. Below is a tabulated report, the hatch numbers appear at the left, then the temperatures—with the dates of inspections above.

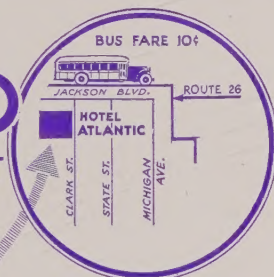
You will observe that on the October thirty-first inspection the temperature was found to be quite high in some of the hatches. The vessel was then placed at the elevator, unloaded, the grain reconditioned and loaded back into the boat. Monthly inspections were then made and finally when the boat discharged its cargo the grain was in better condition than when originally loaded.

I have the same kind of records of inspections on other classes of wheat. If you are interested I will only be to glad to pass them along."

## Date of Inspections and Temperatures

Hatch	After Re-conditioning									
	8-16	9-1	9-19	10-3	10-17	10-31	11-29	12-29	1-30	2-27
1	80	76	77	74	72	72	46	38	39	40
2	80	77	78	76	74	75	48	47	55	42
3	80	77	77	77	76	76	48	45	55	44
4	80	77	77	77	76	77	48	46	50	45
5	79	76	77	77	76	77	49	44	48	42
6	78	77	76	76	74	75	49	43	48	43
7	78	77	77	76	76	80	48	44	43	44
8	78	76	77	77	77	83	47	44	46	40
9	77	77	77	76	77	80	47	42	44	44
10	77	77	77	73	76	76	46	42	42	43
11	77	77	77	76	76	75	54	45	52	47
12	77	77	77	76	75	75	55	49	53	47
13	78	77	78	77	76	97	53	50	55	52
14	79	78	77	77	77	98	55	50	52	52
15	78	77	77	77	78	97	54	50	53	51
16	78	77	78	77	76	79	54	49	51	49
17	78	77	77	76	76	78	54	51	53	52
18	78	77	77	76	76	77	55	52	52	52
19	78	78	77	76	77	78	55	52	52	52
20	77	77	77	74	75	68	54	55	50	50
21	77	76	76	76	77	72	44	45	44	44
22	77	77	77	76	74	76	45	45	44	45
23	78	77	77	77	76	77	46	46	45	44
24	77	78	78	76	76	77	46	46	45	44
25	78	78	78	77	77	77	46	44	45	46
26	78	78	78	77	77	80	45	45	46	46
27	78	78	77	77	76	80	46	46	46	44
28	78	78	77	77	77	80	46	44	43	42
29	78	77	77	77	77	77	45	43	44	43
30	77	77	78	76	76	74	46	44	43	45

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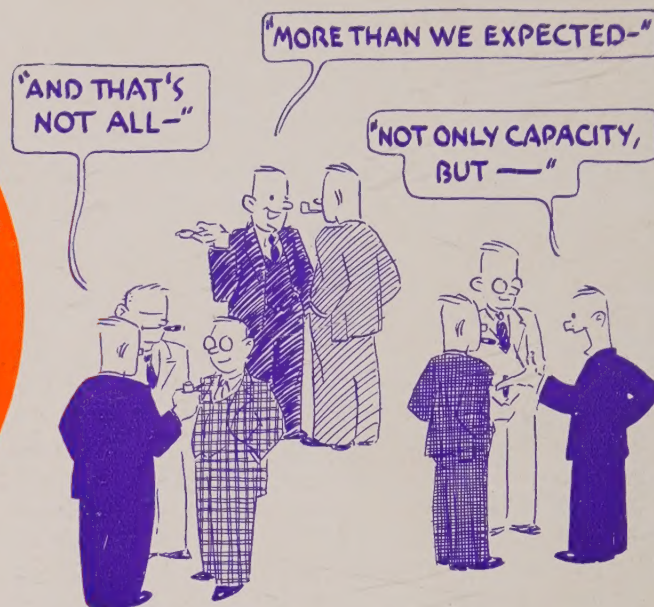
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Performance  
that counts!*



## Take Advantage of CONVENTION CONTACTS To Learn what HART-CARTER Users Think!

### GREETINGS

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Society of  
Grain Elevator  
Superintendents  
of North America  
In Convention  
June 14, 15, 16  
FORT WILLIAM  
PORT ARTHUR

**SEE**  
The Exhibit of  
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● Convention time is almost here again! And convention time is just about the best time to find out what the other fellow thinks about the equipment he's had working for him. No machine, no matter how good it looks on paper, can be any better than the job it does. Hart-Carter machines are doing some outstanding jobs in the terminal field — and it's this story that we want you to get at first hand from the people who have watched Hart-Carter equipment at work, cleaning and grading grain. Talk to Hart-Carter users at your convention — ask about their experiences on cleaning problems similar to your own. Study the exhibits of Hart-Carter equipment and learn about the latest improvements Hart-Carter has made in grain cleaning methods.

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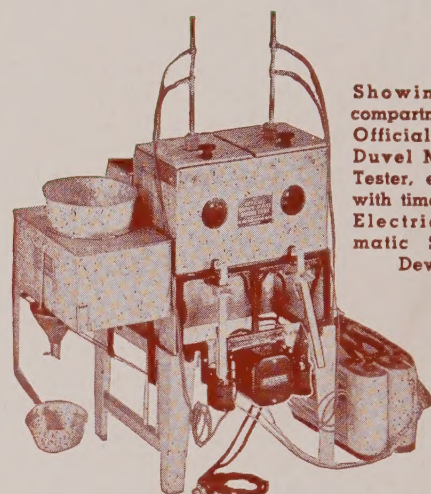
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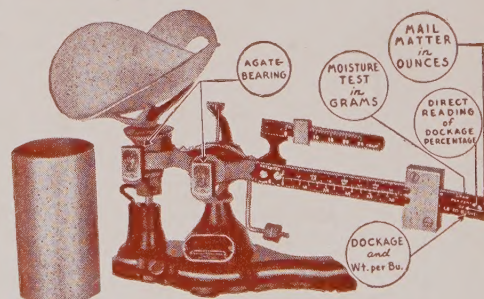
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PUBLISHERS OF SEED WORLD

July • August  
1937



*Dear Dean:*

As we go to press, a veritable flood of resoundingly optimistic crop reports are pouring in from all sides. Wheat, though hit by rust and drouth in spots, will not fall very far short of the record government forecast of 890 million bushels. Estimating a domestic consumption of 650 million bushels, plus a 50 million bushel reserve replenishment, leaves at the pessimist's lowest figure a cool hundred-ninety million bushels for export. And when you consider that last year we were importing wheat, that hundred-ninety million export figure represents a billion per cent increase.

Wheat takes the headlines, but for a real crop I'll take corn. Three billion bushels this year --- man, oh man, think what that means! Picture the vast amount of top-speed labor necessary to get that crop from the fields to the consumer. Figure for yourself the number of terminal elevators that will operate full blast sheltering and disposing of that mountain range of grain.

Then go right down the alphabet --- Oats, Rye, Soybeans --- surging up from the fertile soil in manifold abundance not seen in years. A flood of millions upon countless millions of bushels rushing down from the headlands of agriculture to the populous valleys of trade. A flood, yes, but a controlled flood; controlled by the staunch levees of TERMINAL ELEVATORS. Nowhere else in the world could this monumental crop be handled. Nowhere else in the world is there a terminal elevator system comparable to that of the North American continent....

Now, let's jab in the trier and see just what all this means. As we twist the trier's handle over the sample canvas, the first compartment disgorges thought number one: This great grain crop means one of the greatest years the terminal elevators have ever known. Above and beyond that, it means a succession of prosperous years, for if we are to believe agricultural history, the cycle has swung from famine to plenty and approaching storms no longer will herald choking dust but good, old fashioned, soaking rain.

Another compartment of our imaginary trier lets fall the thought that grain is not whipped cream. By that I mean grain is heavy, grain is tough, grain is abrasive. Grain devours iron and rubber and steel and wood when handled in tremendous volume. So what? So replacements become the happy order of the day. And when an industry finds itself in a position where business volume necessitates maintenance rejuvenation, it is a gladsome time for all. The operator is making profits; the workers in the elevators are building up their bank accounts; and the allied supply trade --- as much a part of the industry as the grain firms --- keep their factories running overtime filling orders.

Out of the remaining compartments of our trusty trier tumbles a body-shaking chuckle...a chuckle of pride in GRAIN. Remember away back at the start of the year how blue and down in the dumps everyone felt? That is, everyone but GRAIN! I will quote now from an article published in GRAIN'S first issue this year: "...The too long depression has been most efficiently disposed of by the ups and downs and general all around shaking up of vital '36! ... The new year is going to be one grand and glorious time! ...." 'Nuf said!

Yours truly,

*Sandy*